INITIAL STUDY

FOR THE PROPOSED CHECK DAM AT TICK CANYON WASH

LA-14 KP R56.86 (PM 35.34) EA: 4E2400

March 2002

Caltrans

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SCH No.120010616
07-LA-14 KP R56.86 (PM 35.34)
EA: 4E2400

NEGATIVE DECLARATION (ND)
Pursuant to: Division 13, Public Resources Code

Description:
The proposed project would be located where Tick Canyon Wash crosses State Route 14 (SR-14), near Soledad Canyon Road, in northern Los Angeles County. The proposed project would install a check dam within Tick Canyon Wash directly downstream of the SR-14 Bridge. The project has been proposed to alleviate scour damage occurring at this site.

Determination:
An Initial Study (IS) has been prepared by The California Department of Transportation (Caltrans). On the basis of this study, it has been determined that the proposed project would not have a significant effect on the environment for the following reasons:

- The proposed project would not significantly impact any scenic resources, cultural resources, or habitat conservation plans.
- The proposed project would not significantly impact air quality, water quality, nor would it have any noise impacts.
- The proposed project would not result in exposure to hazardous materials or seismic hazards.
- The proposed project would not impact mineral resources or agricultural land.
- The proposed project would not impact access to public services or recreational facilities.
- The proposed project would not impact transportation or traffic patterns, and would not impact utilities and services.
- The proposed project would not significantly impact any sensitive plant and animal species, other wildlife, riparian habitat, or wetlands.

The proposed project would result in some environmental impacts; however, measures to minimize harm are included as part of the project that would reduce impacts to a level below significance. The project would reduce erosion and scour and therefore enhance the safety of the SR-14 Bridge.

_____ _____

Ron Kosinski
Deputy District Director, District 7
California Department of Transportation

Date

SCH # 120010616
07-LA-14 KP R56.86
EA: 4E2400

The proposed project would install a check dam at Tick Canyon Wash where it crosses State Route 14 (SR-14) near Soledad Canyon Road, just outside the city of Santa Clarita in Los Angeles County. The project has been proposed to alleviate scour occurring at the SR-14 Bridge.

INITIAL STUDY

Submitted pursuant to California
Public Resources Code (Division13)
by the
STATE OF CALIFORNIA
Department of Transportation

Original Signed By: Ron Kosinski — March 14, 2002

Ron Kosinski — Date
Deputy District Director
Division of Environmental Planning
California Department of Transportation
District 7- Los Angeles

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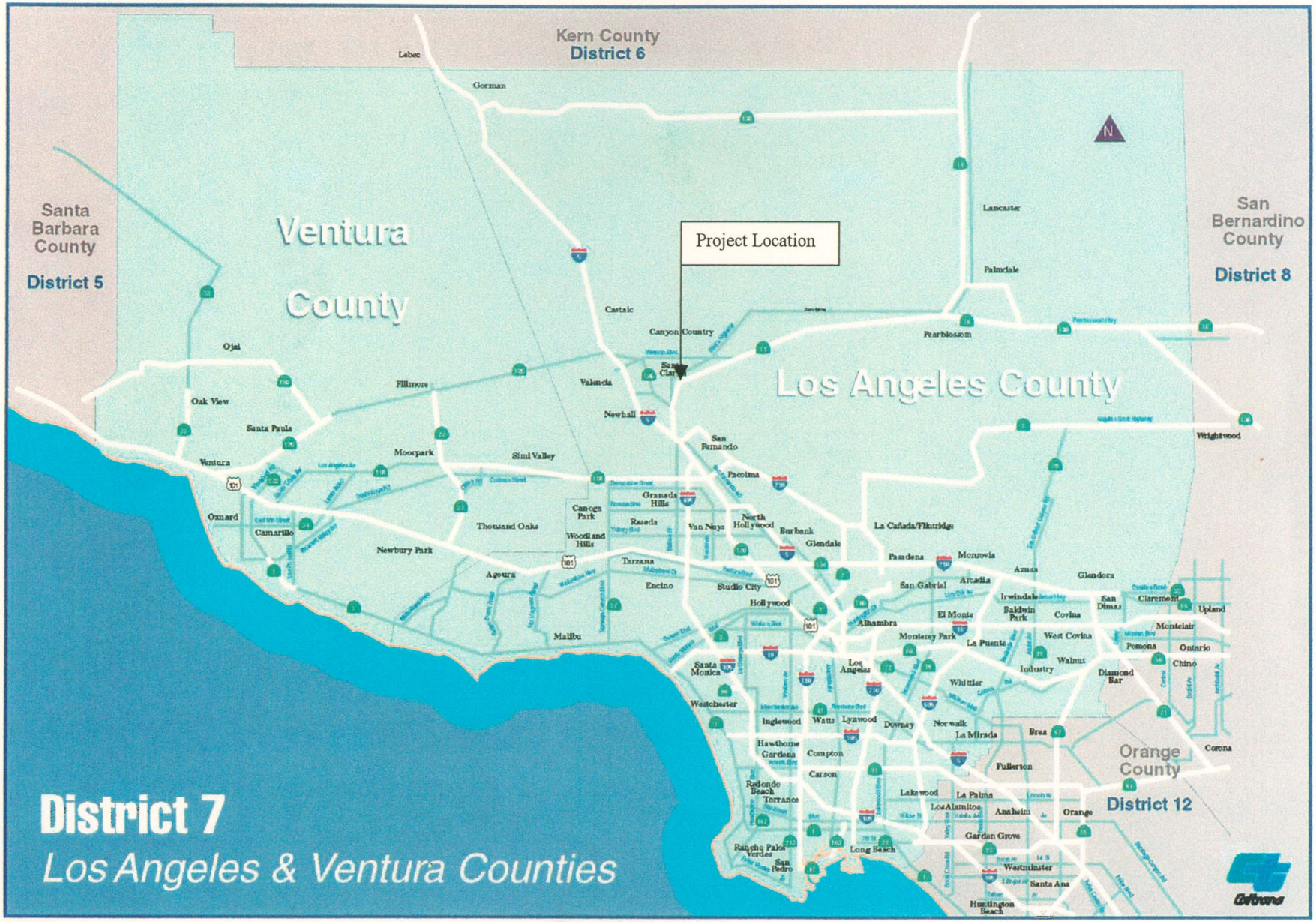

Figure 1-Regional Map

1.0 PURPOSE AND NEED

1.1 Introduction

Projects located in California that are undertaken by state agencies, utilize state funds, or require discretionary approval from state agencies are subject to the California Environmental Quality Act (CEQA) (PRC 21000-21178.1 et seq.). This focused Initial Study[1] (IS) describes the purpose and need for the proposed project, project alternatives, potential environmental effects, and proposed measures to minimize harm, pursuant to the requirements of CEQA.

1.2 History of the Project

A Categorical Exemption/Categorical Exclusion (CE) was prepared for this project in May of 1999 to satisfy the requirements of both CEQA and the National Environmental Policy Act (NEPA). Although there have been no changes to the scope of the project, the decision was made to prepare this focused IS to cover the following biological concerns not addressed in the CE:

- Project impacts to riparian vegetation planted as mitigation for the SR-14 High Occupancy Vehicle (HOV) project in January of 1999 as part of the requirements for the California Department of Fish and Game (CDFG) 1601 Streambed Alteration Agreement, the U.S. Army Corps of Engineers Section (USACOE) 404 Nationwide Permit, and the California Regional Water Quality Control Board (CRWQCB) Section 401 Permit.

- State and federal jurisdictional wetlands impacted by the project.

A Categorical Exclusion (CE) was determined to remain the appropriate determination pursuant to NEPA. A subsequently updated CE is included with this IS as Appendix A.

1.3 Purpose and Need for the Project

Tick Canyon Wash crosses State Route 14 (SR-14) near Soledad Canyon Road in northern Los Angeles County (See Figure 1). Over the past several years, residential development has replaced open space land uses on the hillside area north of SR-14. Urban runoff from this area has increased both water flow and velocity at the SR-14 bridge, leading to increased erosion of the streambed at the bridge and around the bridge piers. Downstream mining activity has also increased erosion at the bridge site. The SR-14 bridge was determined to be scour critical[2] in a 1998 study completed by the California Department of Transportation (Caltrans).

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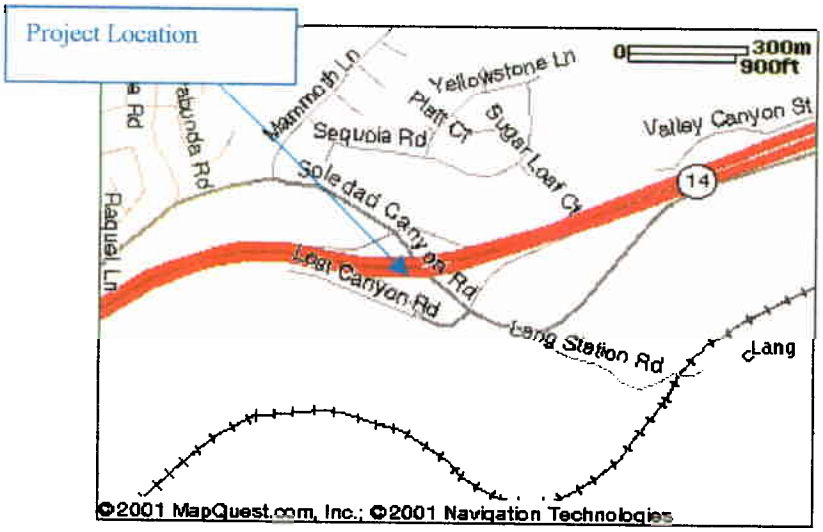
[1] A focused Initial Study (IS) is intended to be used for projects that are precluded from categorical exemption because of the "exceptions to exemptions" (14 CFR 15300.2), but would otherwise qualify as a categorical exemption. In these cases, the IS is focused on the issue which precludes the project from exemption, while still considering all the questions on the environmental checklist (See Section 4).

[2] The term scour refers to the erosion of the streambed, particularly around the bridge foundation. Scour slowly excavates the soil around a bridge's foundation, causing the bridge to become less sturdy and eventually collapse. A scour critical bridge is a bridge whose structural integrity is potentially jeopardized due to scour around its piers and/or abutments due to stream flow conditions and/or lateral migration of the stream.

In response to the continued potential for scour at this location, different alternatives were proposed in order to accomplish the following:

- Reduce velocity of water flow at the SR-14 bridge.
- Reduce erosion of the streambed at the SR-14 bridge.
- Alleviate scour at the bridge pilings.
- Enhance the safety of the bridge structure.

Figure 2- Vicinity Map



2.0 ALTERNATIVES (INCLUDING THE PROPOSED PROJECT)

2.1 Alternative A: No-Action Alternative

Under the No-Action Alternative, Tick Canyon Wash would continue to flow freely from north of the SR-14 bridge south to the Santa Clara River (See Figure 2). Erosion would continue, and likely increase, as development upstream created additional sources of surface runoff. Scour would continue to threaten the integrity of the SR-14 bridge.

2.2 Alternative B: Check Dam Alternative (Preferred Alternative)

The Check Dam Alternative consists of installing a concrete check dam[3] at Tick Canyon Wash directly downstream of the SR-14 bridge. This alternative is the preferred alternative. The current estimate for the project cost is $1,165,000 (2002 dollars).

[3] A check dam is a short dam that is used to temporarily build up sediment (upstream) in areas where there has been severe erosion and/or scour. Once sediment has accumulated to the top of the structure, water flows freely over the dam without carrying away excessive amounts of soil. A check dam is designed to restore the streambed to its original ground level, and does not retain or store water. An energy dissipater is often used downstream of the dam to prevent erosion and headcut (a sudden change in elevation at the leading edge of a gully).

The check dam would consist of an anchor wall and a retaining wall that together would act as a check dam. The anchor wall would be located 2 meters (m) (7 feet (ft)) south and downstream of the existing bridge railing. A 9-m (30-ft) cast in place (CIP) concrete panel would be placed 12 m (40ft) out from the retaining wall. A series of high-strength rods, spaced 2.5 m (8 ft) apart, would be connected to the anchor wall at a depth of 2.5 m (8 ft) to support the retaining wall.

Adjoining the retaining wall, 5 m (20 ft) of ungrouted rock slope protection would be placed on the downstream side to dissipate energy from the discharge of the check dam and prevent localized erosion. With the check dam in place, sediment would build up behind the structure (upstream), causing the eroded streambed to slowly fill in and level out toward the scour impacted areas. Over a period of time, the streambed under the bridge would resemble more closely its pre-scour slope condition, and impacted bridge piers would once again be covered.

A 0.3-m (10-ft) x 2.0-m (7-ft) low flow notch opening would be located on the check dam at the centerline of Tick Canyon Wash. Elevation at the notch opening would be equal to the existing bottom of the channel/wash, ensuring water flow even during the dry season. To ensure subsurface water flow, a series of drainage holes would be included in both the anchor wall and retaining wall.

2.3 Alternative C: Bridge Replacement Alternative (Alternative Considered and Rejected)

Alternative C is the replacement of the SR-14 bridge. At the time of the study, the cost of this alternative was estimated to be $3,538,500 (2002 Dollars). This alternative also would require raising the existing profile of SR-14, which was not included in the cost estimate. This alternative was rejected because of the higher cost and greater impacts to the environment, and no further studies were completed.

3.0 AFFECTED ENVIRONMENT

The proposed project site is located just outside of the city of Santa Clarita, approximately 0.3 kilometers (km) (0.19 miles (mi.)) north of the Santa Clara River and 1km (0.62 mi.) north of the Angeles National Forest.

The Santa Clara River flows approximately 161 km (100 mi.) from its headwaters at Pacifico Mountain in the San Gabriel Mountains near Acton, California, to the Pacific Ocean. It is one of the only two natural river systems remaining in southern California. Flowing east to west through a valley formed between the Santa Susana Mountains and the Transverse Ranges, the river crosses lands with many varied uses.

The river supports many human communities and a variety of flora and fauna. The various native habitat types include chaparral, coastal sage scrub, and oak woodlands in the uplands, cottonwood/willow riparian forests on upper terraces above the streambed, riparian scrubs on the lower terraces of the streambed, and freshwater marshes on undisturbed depressions along the banks.

In recent years, the distribution of native habitat along the Santa Clara River has been altered as a result of human disturbance. Urban development and large-scale aggregate mining in the channel are just two of

the existing threats to the ecological health of the river. The introduction of non-native species and encroachment into the floodplain has also resulted in loss of habitat and fragmentation of many remaining habitat areas.

Vegetation

The project area is comprised of a combination of various biological communities, including alluvial fan sage scrub, non-native grassland, southern willow scrub, coastal sage scrub, and disturbed areas. Within the project limits (See figure 4), Tick Canyon Wash flows through a well established riparian zone, approximately 32 m (105 ft) long by 16 m (52.5 ft) wide, closely resembling a southern willow scrub community (See Figure 2). Dominant vegetation types at the site include willow (*Salix spp.*), cottonwood (*Populus fremontii*), mulefat (*Baccharis salicifolia*), and cattails (*Typha spp.)*.Much of the existing vegetation was planted in January of 1999 as mitigation for the SR-14 HOV lane addition.

On either side of the wash outside of the riparian zone is a combination of coastal sage scrub, alluvial fan sage scrub, non-native grassland, and disturbed areas. The east side of the wash adjacent to the bridge consists of degraded scrub habitat that measures approximately 30 m (98 ft) long by 15 m (50 ft) wide. Observed plant species include both native (65%) and exotic (35%), dominated by California Buckwheat (*Eriogonum fasciculatum*), Basin sagebrush (*Artemesia tridentata*), Encelia (*Encelia farinosa*), and bromes (*Bromus spp.)*

Further degraded scrub habitat is present on the west side of Tick Canyon adjacent to and just downstream from the SR-14 bridge (See Figure 3). The dimensions of this habitat within the project area are roughly 37 m (120 ft) long by 6 m (20 ft) wide. Plant species observed on the west side were similar to those found on the east side, but with a higher percentage of exotics (50-75%).

Surrounding Land Uses

The Santa Clarita Valley is one of the fastest growing areas in California, and there are numerous development plans continuing into the future. North of SR-14, several residential neighborhoods currently exist on the surrounding hillsides, with most of the surrounding land zoned for additional residential development.

The proposed project site is located partially within current Caltrans right of way, and partially within a current Caltrans drainage easement, on property belonging to the Curtis Sand and Gravel mining company. This company currently mines the property surrounding the proposed project site from SR-14 to south of the Santa Clara River. Stockpiled concrete covers the east and west sides of the wash, and sediment ponds are located southwest of the wash (See Figure 4).

Figure 3-Vegetation in Wash

Figure 4- West Side of Wash

Permanent and Temporary Impacts to Vegetation

for the Checkdam Installation Project at Tick Canyon Wash

Scale:	1:1000
Projection:	Lambert
Coordinate System:	U.S. State Plane
Horizontal Datum:	NAD 83
Vertical Datum:	NAVD 88
Data Sources:	Caltrans Surveys, Design, and Biology Units
Date:	March 2002
Project Information:	07-LA-14 PM 35.34 EA 4E2401
Contact:	Barbara P. Marquez 213.897.0791
Comments:	This map has survey grade and resource grade data presented.

Caltrans

Figure 5

4.0 ENVIRONMENTAL EVALUATION

The environmental factors checked below would be potentially affected by this project:

☐	Aesthetics	☐	Agriculture Resources	☐	Air Quality
☒	Biological Resources	☐	Cultural Resources	☐	Geology /Soils
☐	Hazards & Hazardous Materials	☒	Hydrology / Water Quality	☐	Land Use / Planning
☐	Mineral Resources	☐	Noise	☐	Population / Housing
☐	Public Services	☐	Recreation	☐	Transportation/Traffic
☐	Utilities / Service Systems	☐	Mandatory Findings of Significance		

A checklist was used to identify physical, biological, social, and economic features of the human environment that could be impacted by the proposed project. The checklist achieves the important statutory goal of integrating the requirements of CEQA with the environmental requirements of other laws.

4.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
▪ Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
▪ Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
▪ Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

4.1.1 Discussion of Environmental Evaluation Question 4.1- Aesthetics

The proposed project would install a check dam within the existing Tick Canyon Wash, and would not be visible from the SR-14 highway. The surrounding land uses include transportation, gravel mining, and residential; therefore, there would be no scenic vistas impacted by the proposed project. No substantial damage would occur to scenic resources, and no substantial degradation would occur to the existing visual character of the site or its surroundings. No new source of light or glare would be created as a result of this project.

4.1.2 Measures to Minimize Harm

None required.

4.2 AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
▪ Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
▪ Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
▪ Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

4.2.1 Discussion of Environmental Evaluation Question 4.2 -Agricultural Resources

The proposed project site is located partially within Caltrans right of way and partially within the limits of an active sand and gravel mine. The land is zoned for mining and transportation uses; therefore, no impacts to agricultural land would occur.

4.2.2 Measures to Minimize Harm

None required.

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
▪ Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
▪ Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
▪ Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
▪ Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
▪ Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

4.3.1 Discussion of Environmental Evaluation Question 4.3- Air Quality

The proposed project qualifies as a Safety-Maintenance Project, and would not add capacity or increase traffic volumes. As such, it is exempt from all emissions analysis pursuant to Table 2 of CFR § 93.126. This type of project also is identified in the Environmental Protection Agency (EPA) Transportation Conformity Rule category of exempt projects (40 CFR Parts 51 and 53, § 51.462).

The project would not interfere with or delay implementation of Transportation Control Measures in the State Implementation Plan applicable to the project area. There would be no significant adverse air quality impacts due to project construction activities, and there would be no operational air quality impacts.

4.3.2 Measures to Minimize Harm

None are required; however, the following standard measures will be followed to further reduce potential of generation of fugitive dust during construction:

- All clearing, grubbing, grading, earth moving, or excavation activities shall cease during periods of high winds to prevent excessive amounts of fugitive dust.

- All trucks that haul excavated or grade material off site shall comply with the State Vehicle Code Section 23114.
- All active portions of the site and unpaved on-site roads shall be periodically watered with environmentally safe dust suppressant to prevent excessive amounts of dust.
- Areas disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of fugitive dust.
- On-site vehicle speed shall not exceed 15 miles per hour.
- Construction equipment engines shall be maintained in good condition and in proper tune as per manufacturers' specifications.

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
▪ Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
▪ Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
▪ Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
▪ Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
▪ Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

4.4.1 Discussion of Environmental Evaluation Question 4.4- Biological Resources

A review of the CDFG's Natural Diversity Database was conducted to determine if any sensitive species have the potential to occur in the project area. The results indicate three species with potential:

- The Slender-horned spineflower (*dodecahema leptoceras).*
- The Two-striped garter snake (*thamnophis hammondii)*
- The San Diego horned lizard (*phrynosoma coronatum blainvillei) (See Figure 5).*

Figure 6- Potentially Occurring Sensitive Species

Common Name	Scientific Name	Listing[4]	Preferred Habitat	Impact
Slender-horned spineflower	*Dodecahema leptoceras*	FE SE 1B	Alluvial sage scrub vegetation on sandy flood-deposited rivers and washes	Not likely
Two-striped garter snake	*Thamnophis hammondii*	FSC CSC SP	Riparian and freshwater marshes with perennial water	Possible
San Diego horned lizard	*Phrynosoma coronatum blainvillei*	FSC CSC SP	Valley-foothill hardwood, conifer, and riparian habitats, pine-cypress, juniper and annual grasslands habitats below 6, 000 feet, open country, especially sandy areas, washes, floodplains, and windblown deposits.	Possible

None of these species were observed within the project area during field surveys, and no suitable habitat was found to be present for the Slender-horned spineflower. Existing habitat at the site is only marginal for the San Diego horned lizard because of a large concentration of concrete rubble and minimal amounts of friable sandy soils; however, suitable habitat does exist for this species in the surrounding area.

The perennial water source and riparian habitat also provide suitable habitat at the project site for the two-striped garter snake. Roosting bats and nesting birds are considered sensitive resources and protected by federal and state laws. Both bats and swallows have been known to use the SR-14 bridge as a nesting site.

Sensitive plant communities in the project area include the southern willow scrub riparian zone. The proposed project would permanently impact 0.07 acres of riparian habitat, and temporarily impact 0.12 acres. This area is considered a state and federally jurisdictional wetland that will require permits and close coordination with resource agencies.

[4] FE- Federally Listed as Endangered, FSC- Federal Special Concern Species, SE- State Listed as Endangered, CSC- California Special Concern Species, 1B- California Native Plant Society Listed as Rare, Threatened, or Endangered Throughout Their Range, SP-State Protected.

4.4.2 Measures to Minimize Harm[5]

- Construction storage will be in a designated non-sensitive area. Construction equipment and materials will be stored outside of the channel (defined as the top of slope to top of slope), away from the stream banks. No equipment maintenance will be performed in the streambed.

- Pre-construction surveys will be conducted to ensure the absence of both the San Diego horned lizard and the two-striped garter snake at the time of construction. If either of these species were to be found, appropriate measures would be taken in coordination with the appropriate resource agencies to protect the species.

- Pre-construction surveys will be conducted to determine the presence or absence of roosting bats and nesting birds before construction. If roost sites are found, protective measures will be developed in coordination with the appropriate resource agencies to protect the species.

- Vegetation removed as part of this project will be replaced on-site at a 10:1 ratio for permanent impacts and 5:1 ratio for temporary impacts.

- A detailed Vegetation Replacement Mitigation Plan will be developed and will include a monitoring plan for a 5-year period. Revegetation will entail using native plant material (primarily willow, mulefat, and California Buckwheat). Revegetation will be completed within one year after construction is completed.

- A conservation easement will be acquired encompassing what is currently the Caltrans drainage easement. This area will be permanently preserved, and future disturbance will be prohibited.

- The following permits will be obtained through coordination with the appropriate resource agencies:

    - 1601 Streambed Alteration Agreement (CDFG)
    - 404 Permit (USACOE)
    - 401 Permit (CRWQCB)

    All provisions required by these permits will be incorporated into the project specifications, and a mutually acceptable mitigation plan will be prepared.

[5] Additional measures may be required as part of the biological permitting for this project.

4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	☐	☐	☒
▪ Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☐	☐	☐	☒
▪ Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
▪ Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

4.5.1 Discussion of Environmental Evaluation Question 4.5- Cultural Resources

A Cultural Resource Review was conducted for the proposed project that determined no known cultural resources exist directly within the Area of Potential Effect (APE); therefore, no project impacts are expected to occur. Consultation was initiated with The Native American Heritage Commission, and Caltrans will continue to coordinate with the appropriate groups to ensure the protection of any Native American resources.

4.5.2 Measures to Minimize Harm

- It is Caltrans policy that if cultural materials appear during construction, work will stop in the immediate area. The District 7 Cultural Resources staff will be notified upon such discovery and appropriate measures will be performed to mitigate impacts to the resource. Work may only resume with approval from the Caltrans archaeologist.

- If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition, pursuant to Public Resource Code 5097.98. Upon such discovery, the Division of Environmental Planning shall be notified immediately. Prior to resuming work, the appropriate mitigation measures will be coordinated with the State Historic Preservation Officer.

4.6 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
a) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
b) Strong seismic ground shaking?	☐	☐	☐	☒
c) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
d) Landslides?	☐	☐	☐	☒
▪ Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
▪ Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
▪ Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
▪ Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

4.6.1 Discussion of Environmental Evaluation Question 4.6- Geology and Soils

The proposed project would install a check dam within the existing Tick Canyon Wash to reduce erosion at the site. The proposed project is located within a seismically active area of southern California; however, due to the nature of the project, consideration of seismic loads are not considered necessary. The project

would not be expected to expose people or structures to risk relating to seismic activities. Liquifaction analysis will be conducted, if warranted, in conformance with requirements of the State of California Division of Mines and Geology Special Publication 117. No use of septic tanks or alternative wastewater disposal systems would be associated with the proposed project.

4.6.2 Measures to Minimize Harm

None required.

4.7 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
▪ Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
▪ Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
▪ Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
▪ For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
▪ For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
▪ Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
▪ Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

4.7.1 Discussion of Environmental Analysis Question 4.7- Hazards and Hazardous Materials

An Initial Site Assessment (ISA) was performed that determined there is no potential for hazardous waste at the proposed project site. There would be no routine transport, use, or disposal of hazardous material associated with the project, and there would be no expected release or emissions of hazardous substances associated with construction of the project. Due to the nature of the proposed project, there would be no expected impacts to airports, emergency plans, or exposure to wildland fires.

4.7.2 Measures to Minimize Harm

None are required; however, the following standard measures will be followed to further enhance safety during construction:

- A fire prevention and control program will be established that limits activity in and adjacent to flammable vegetation, and assures the availability of a full water truck should a fire start within the project area.
- In the event that excavation reveal unknown potentially hazardous materials, Caltrans policy would require work to halt in the vicinity until the area in question is investigated and proper mitigation is proposed.

4.8 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
▪ Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
▪ Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
▪ Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
▪ Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
▪ Otherwise substantially degrade water quality?	☐	☐	☐	☒
▪ Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
▪ Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
▪ Inundation by seishi, tsunami, or mudflow?	☐	☐	☐	☒

4.8.1 Discussion of Environmental Evaluation Question 4.8- Hydrology and Water Quality

The proposed project would install a check dam to reduce erosion at the SR-14 Bridge, and would not retain or store water. During construction and operation of the project, water flow will be maintained at all times; therefore, groundwater supplies and water percolation would not be impacted. There would be no additional surface runoff generated by the project. The project would not lead to substantial erosion, siltation, or flooding on-site or off-site. There would be no exposure of people or structures to flooding, seishi, tsunami, or mudflows associated with the proposed project. The project would not be located within a 100-year flood zone.

The Santa Clara River watershed is listed as impaired pursuant to Section 303 (d) of the Clean Water Act. Pollutants of concern exist downstream of the proposed project, including nutrients, salts, coliform bacteria, and historic pesticides; however, due to the nature of the project, there would be no changes to the loading of these pollutants into the watershed. There would be no operational sources for pollutant discharge, and measures would be taken to minimize potential construction impacts (See Section 4.8.2).

4.8.2 Measures to Minimize Harm

- Construction will be limited to low-flow periods to minimize impacts to water quality.
- Flows will in no way be impeded at any time during construction. The contractor may culvert water through the work area, if necessary, or use another method, pending approval by Caltrans and the appropriate resource agencies. At the end of construction all aspects of diversion will be removed.
- No foreign material (concrete, oil, fuel, excavated material) will be allowed to enter the active streambed.
- The contractor shall provide a Storm Water Pollution Prevention Plan (SWPPP) and erosion control plan. The plans must be approved by the Resident Engineer (RE) and submitted for approval to the Regional Water Quality Control Board (RWQCB).
- The following permits are required as part of the water pollution control for this project:
    - 401 Permit (California Regional Water Quality Control Board)
    - 404 Permit (U.S. Army Corps of Engineers)

  All provisions required by these permits will be incorporated into the project specifications, and a mutually acceptable mitigation plan will be prepared.

4.9 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Physically divide an established community?	☐	☐	☐	☒
▪ Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
▪ Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

4.9.1 Discussion of Environmental Evaluation Question 4.9- Land Use Planning

The proposed project would not divide an established community, nor would it conflict with any applicable habitat conservation plan or natural community conservation plan. The proposed project would impact vegetation planted as part of mitigation for another transportation project. This mitigation was required for the California Department of Fish and Game 1601 Streambed Alteration Agreement and the U.S. Army Corps of Engineers 404 Permit; both agencies have jurisdiction over the currently proposed project.

4.9.2 Measures to Minimize Harm

- The removal of vegetation required for construction of the proposed project will be replanted on-site at a ratio of 10:1 for permanent impacts and 5:1 for temporary impacts.
- A conservation easement will be acquired encompassing what is currently the Caltrans drainage easement. This area will be permanently preserved, and future disturbance will be prohibited.

4.10 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
▪ Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

4.10.1 Discussion of Environmental Evaluation Question 4.10- Mineral Resources

The proposed project would install a check dam within the existing Tick Canyon Wash. The land is currently zoned for mining and transportation use. The surrounding property is currently used for sand and gravel mining; however, the proposed project would not impact this mining activity, and no loss of mineral resources is expected.

4.10.2 Measures to Minimize Harm

None required.

4.11 NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
▪ Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
▪ A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
▪ A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
▪ For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
▪ For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

4.11.1 Discussion of Environmental Evaluation Question 4.11- Noise

The proposed project would install a check dam within the existing Tick Canyon Wash. The proposed project site is located adjacent to an active sand and gravel mining company on the west, south, and east sides, and by SR-14 on the north side. It was determined that there are no noise sensitive receptors in the area, and that no noise studies are required. The proposed project would have no operational noise impacts.

During construction, there may be temporary generation of noise due to pile driving and the use of heavy machinery; however, these noise levels would not be expected to exceed applicable standards or expose persons to excessive noise levels.

4.11.2 Measures to Minimize Harm

None are required; however, the following standard measures will be followed to further reduce the potential for construction noise impacts:

- The contractor shall comply with all local sound control and noise level rules, regulations and ordinances that apply to any work performed pursuant to the contract.

- Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.

4.12 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
▪ Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
▪ Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

4.12.1 Discussion of Environmental Evaluation Question 4.12- Population and Housing

The proposed project would install a check dam within the existing Tick Canyon Wash and would not impact population growth in the area. No housing or persons would be displaced as a result of the project that would necessitate the construction of housing elsewhere.

4.12.2 Measures to Minimize Harm

None required.

4.13 PUBLIC SERVICES

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
▪ Fire protection?	☐	☐	☐	☒
▪ Police protection?	☐	☐	☐	☒
▪ Schools?	☐	☐	☐	☒
▪ Parks?	☐	☐	☐	☒
▪ Other public facilities?	☐	☐	☐	☒

4.13.1 Discussion of Environmental Evaluation Question 4.13- Public Services

The proposed project would install a check dam within the existing Tick Canyon Wash and would not impact the service ratios, response times, or other performance objectives of any public facilities.

4.13.2 Measures to Minimize Harm

None required.

4.14 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
▪ Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

4.14.1 Discussion of Environmental Evaluation Question 4.14– Recreation

The proposed project would install a check dam within the existing Tick Canyon Wash and would not impact any recreational facilities.

4.14.2 Measures to Minimize Harm

None required.

4.15 TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	☒
▪ Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
▪ Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
▪ Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
▪ Result in inadequate emergency access?	☐	☐	☐	☒
▪ Result in inadequate parking capacity?	☐	☐	☐	☒
▪ Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

4.15.1 Discussion of Environmental Evaluation Question 4.15– Transportation and Traffic

The proposed project would install a check dam within the existing Tick Canyon Wash, and would have no impacts to transportation or traffic in the area.

4.15.2 Measures to Minimize Harm

None required.

4.16 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
▪ Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
▪ Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
▪ Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
▪ Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
▪ Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
▪ Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
▪ Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

4.16.1 Discussion of Environmental Evaluation Question 4.16- Utilities and Service Systems

The proposed project would install a check dam within the existing Tick Canyon Wash and would not have any operational impacts relating to wastewater or landfill requirements. There is potential for small amounts of construction waste; however, this would be expected to have minimal impacts on the capacity of local landfills. The proposed project would comply with all applicable federal, state, and local statutes in relation to solid waste.

4.16.2 Measures to Minimize Harm

None are required; however, Best Management Practices (BMPs) and recycling programs will be used when possible to reduce the amount of construction waste resulting from the proposed project.

4.17 MANDATORY FINDINGS OF SIGNIFICANCE

	YES	NO
▪ Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒
▪ Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒
▪ Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒

4.17.1 Discussion of Environmental Evaluation 4.17- Mandatory Findings of Significance

The proposed project would install a check dam within the existing Tick Canyon Wash, and would not degrade the quality of the environment or substantially reduce the habitat for any fish or wildlife species. The project would not threaten any fish or wildlife species, and would not eliminate important examples of periods of California history or prehistory.

The check dam would reduce erosion at the SR-14 bridge, which is the result of cumulative impacts from upstream development and downstream mining activities. The project would be expected to improve water quality downstream. The proposed project would not have adverse direct or indirect impacts on human beings.

4.17.2 Measures to Minimize Harm

None required.

5.0 CONSULTATION AND COORDINATION

5.1 Scoping

CEQA does not require formal scoping for projects when an IS is prepared; however, a 30-day scoping period was provided to allow area agencies and government officials to make comment. A Notice of Scoping/Initiation of Studies was mailed October 9, 2001, to elected officials, government agencies, and other resource agencies with potential for concern and/or interest in the proposed project (See Appendix E). The deadline for submittal of responses to the Caltrans Division of Environmental Planning was set for November 16, 2001; however, all responses received after this date were taken under consideration during the preparation of this IS (See Appendix F).

5.2 Coordination with Resource Agencies and Curtis Sand and Gravel Company

There has been ongoing coordination between Caltrans and both CDFG and The USACOE to ensure that the proposed project meets the safety and design goals and also protects sensitive resources that exist in the project area. Several field meetings have been held to discuss concerns of both agencies regarding construction of the check dam, and options continue to be discussed regarding mitigation for potential impacts to this area.

The USACOE is requiring the Curtis Sand and Gravel Company to immediately remove concrete that is currently being stored directly adjacent to Tick Canyon Wash. Portions of concrete existing within the streambed will also be removed. There have been several meetings held at the proposed project site with staff present from Caltrans, the USACOE, and the Curtis Sand and Gravel Company, in effort to coordinate the removal of the concrete and the proposed check dam installation.

5.3 Circulation

This draft IS will be circulated to local elected officials and agencies to provide opportunity for their comments. The document will also be available for review at local area libraries and at the Caltrans District 7 Office.

6.0 LIST OF PREPARERS

Fouad Abdelkerim Senior Transportation Engineer	Physical Environmental Studies October, 2001
Gary Iverson Office Chief Division of Environmental Planning	Cultural Resource Review September, 2001
Claudia Harbert Associate Environmental Planner	Negative Historical Property Survey Report October, 2001
Barbara Marquez Associate Environmental Planner	Natural Environmental Study Report November, 2001
Jack Liu Transportation Engineer	Hazardous Waste Assessment October, 2001
Joel Megana Transportation Engineer	Hydraulic Study Report March, 2002
Cathy Wright Office Chief Division of Environmental Planning	Document Preparation
Marieka Schrader Environmental Planner	Document Preparation

LIST OF APPENDICES

Appendix A

Categorical Exclusion

CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM

07-LA-14	KP 56.93 (PM 35.34)	4E2400	200203001
Dist.-Co.-Rte. (or Local Agency)	KP (P.M.)	E.A. (State project)	CE No.

PROJECT DESCRIPTION: (Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

The proposed project would install a check dam at Tick Canyon Wash, located on SR-14 near Soledad Canyon Road in Los Angeles County. The check dam would serve to alleviate scour at the SR-14 Bridge. Permits required for this project are 404, 401, and 1601 (Please see attached).

CEQA COMPLIANCE *(for State Projects only)*

Based on examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION

☐ **Exempt by Statute** (PRC 21080)
Based on an examination of this proposal, supporting information, and the above statements, the project is:
☐ **Categorically Exempt**. Class 12, or ☐ **General Rule exemption** (This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment [CCR 15061(b)(3)])

N/A		*N/A*	
Signature: Environmental Office Chief	Date	Signature: Project Manager	Date

NEPA COMPLIANCE (23 CFR 771.117)

Based on examination of this proposal, supporting information, and the following statements.

- This project does not have a significant impact on the environment as defined by the NEPA.
- This project does not involve substantial controversy on environmental grounds.
- This project does not involve significant impacts on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act.
- In nonattainment or maintenance areas for Federal air quality standards: this project comes from a currently conforming plan and Transportation Improvement Program or is exempt form regional conformity.
- This project is consistent with all Federal, State, & local laws, requirements or administrative determinations relating to the environmental aspects of this action.

CALTRANS NEPA DETERMINATION

Based on an examination of this proposal, supporting information, and the statements above under "NEPA Compliance", it is determined that the project is a:

☐ **Programmatic Categorical Exclusion (PCE)**: Based on the evaluation of this project and supporting documentation in the project files, all the conditions of the September 7, 1990 Programmatic Categorical Exclusion have been met.

☒ **Categorical Exclusion (CE)**: For actions that do not individually or cumulatively have a significant environmental effect and are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). Require FHWA determination.

NON-TRANSFERABLE	3/5/02	NON-TRANSFERABLE	3/14/02
Signature: Environmental Office Chief *(for all State & Local CEs)*	Date	Signature: Project Manager *(PM: for all State CEs / DLAE: for Local Asst.PCEs)*	Date

FHWA DETERMINATION *(if applicable)*

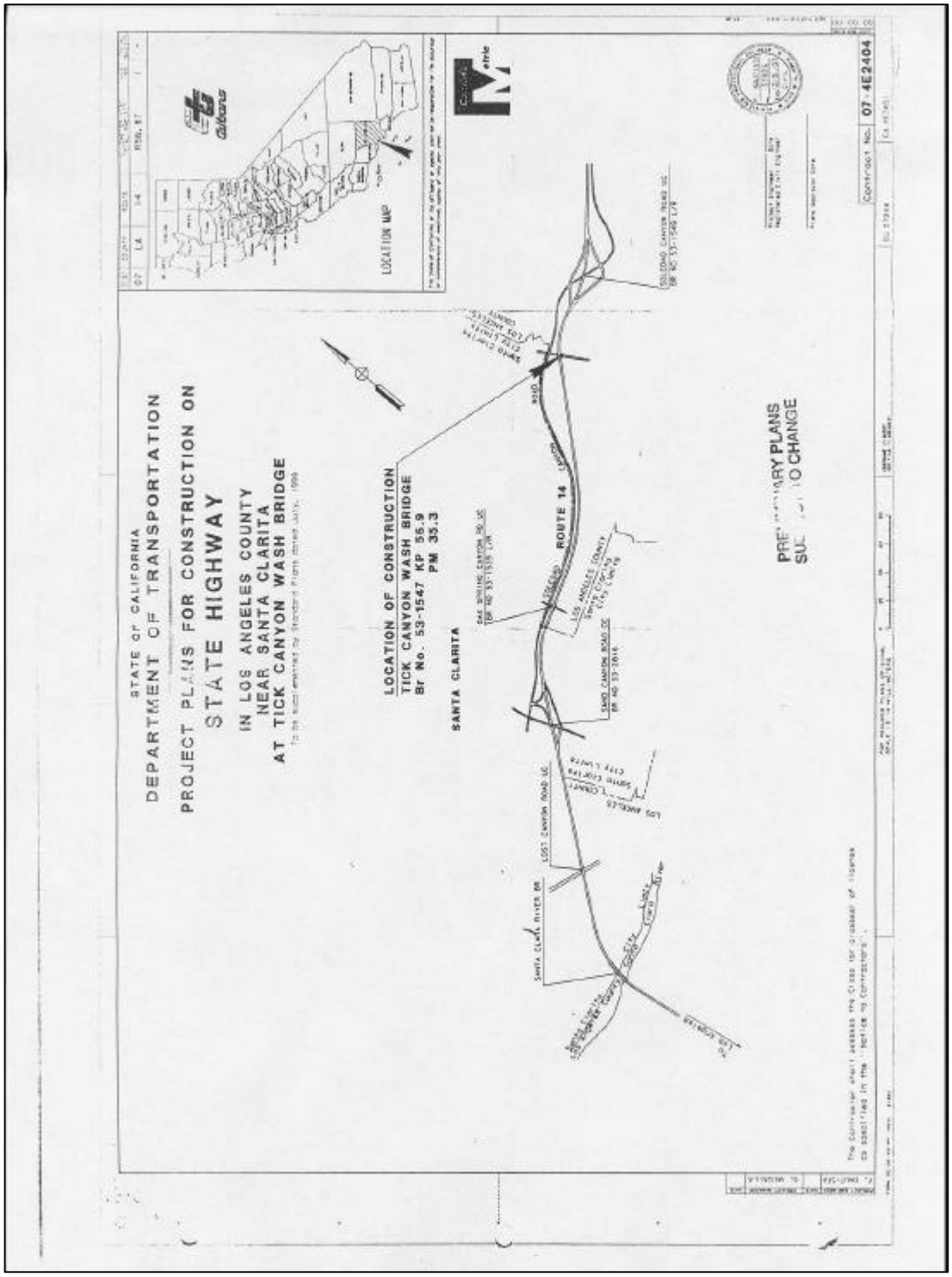
Based on the evaluation of this project and the statements above, it is determined that the project meets the criteria of and is properly classified as a Categorical Exclusion.

NON-TRANSFERABLE	3/19/02
Signature: FHWA Transportation Engineer	Date

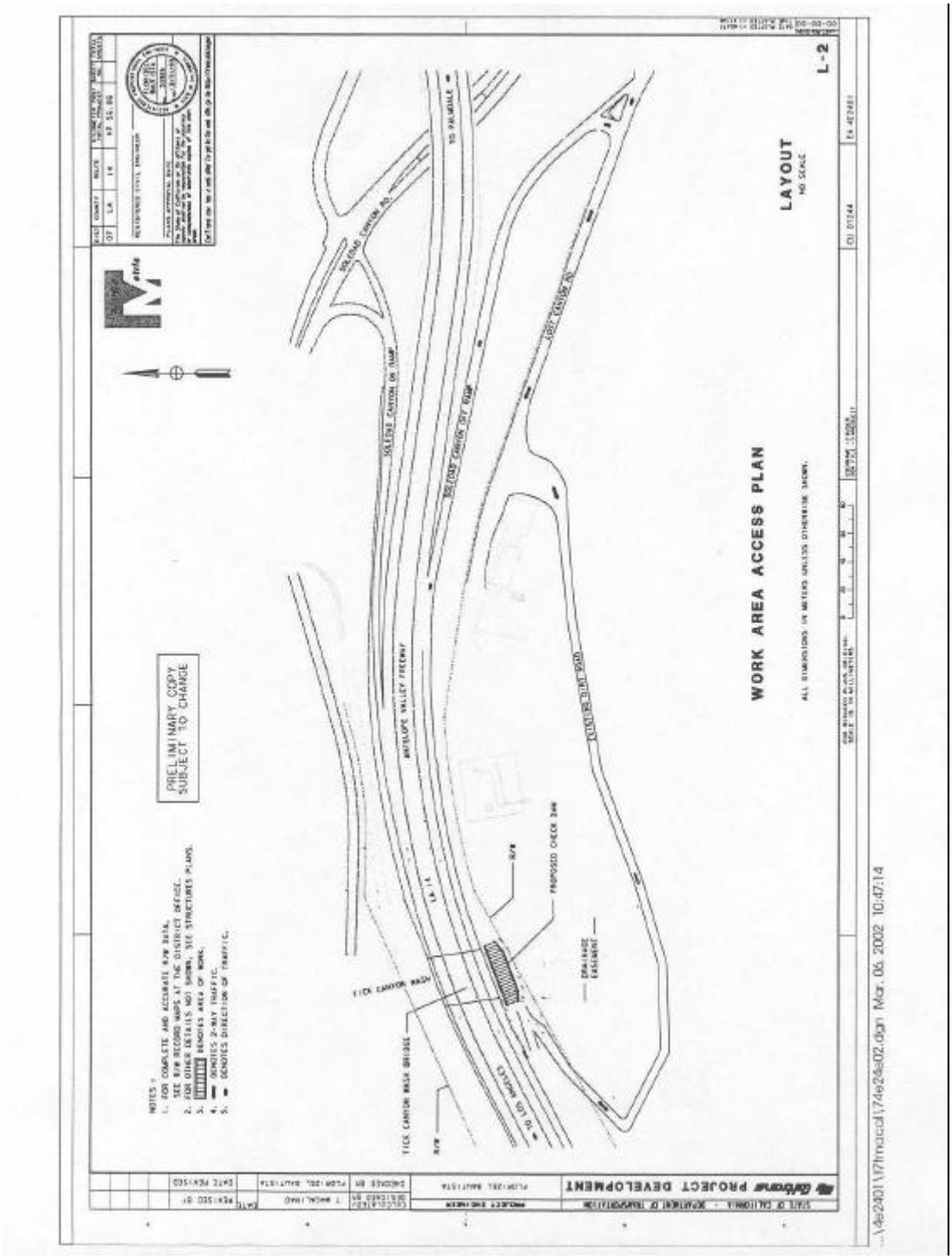
☒ Additional information attached or referenced

Appendix B

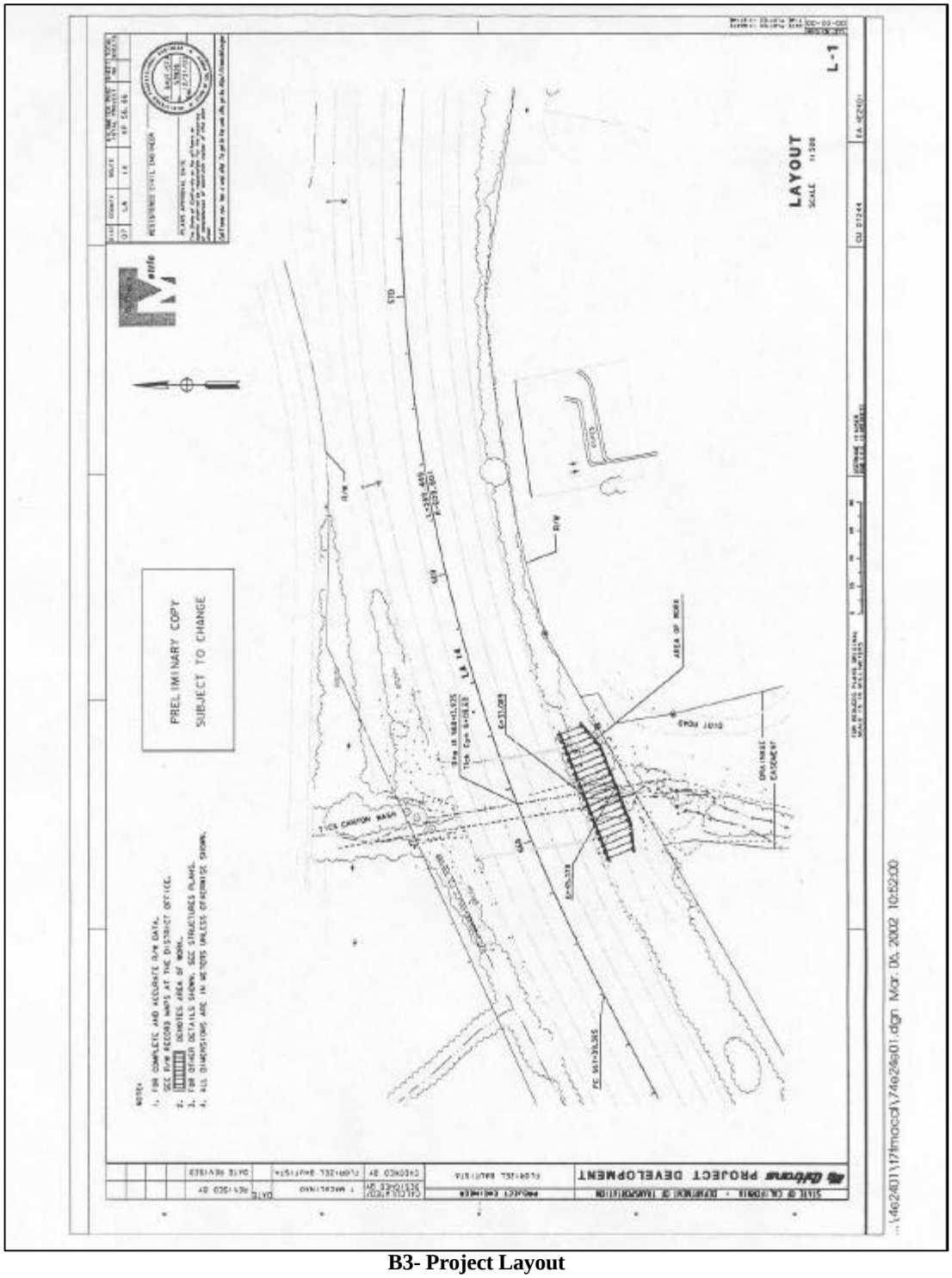
Preliminary Design Layouts



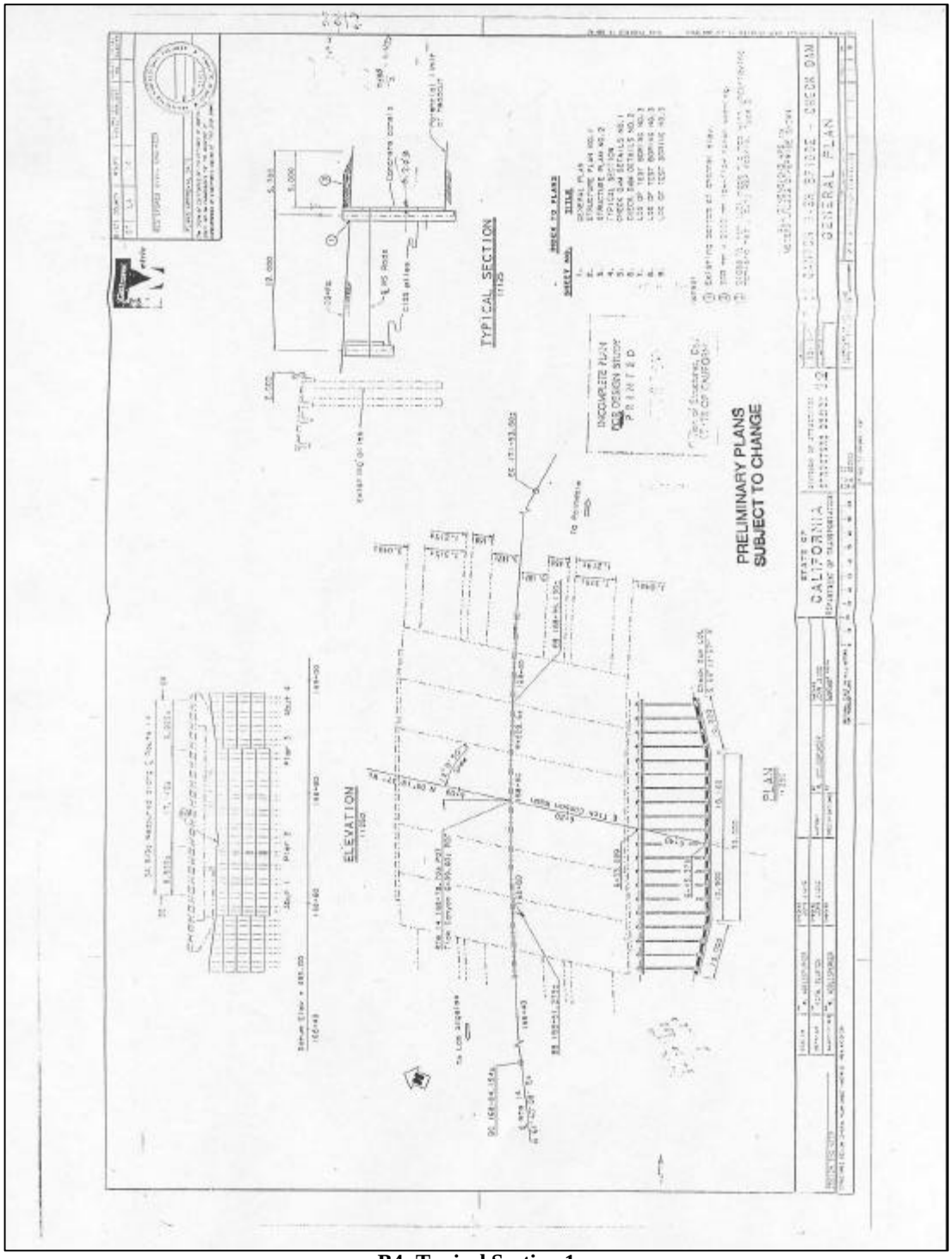
B1-Project Location



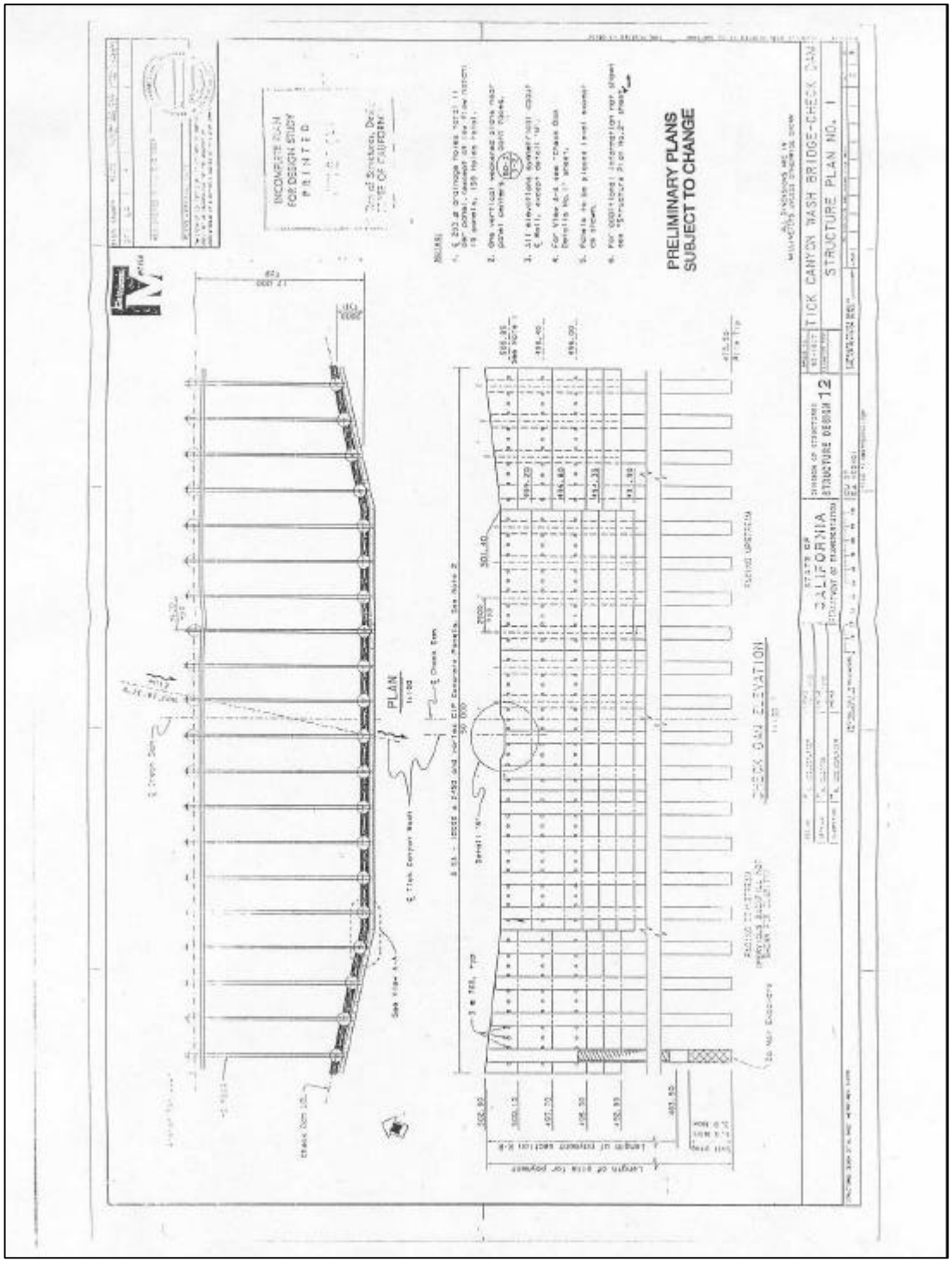
B2- Work Access Plan



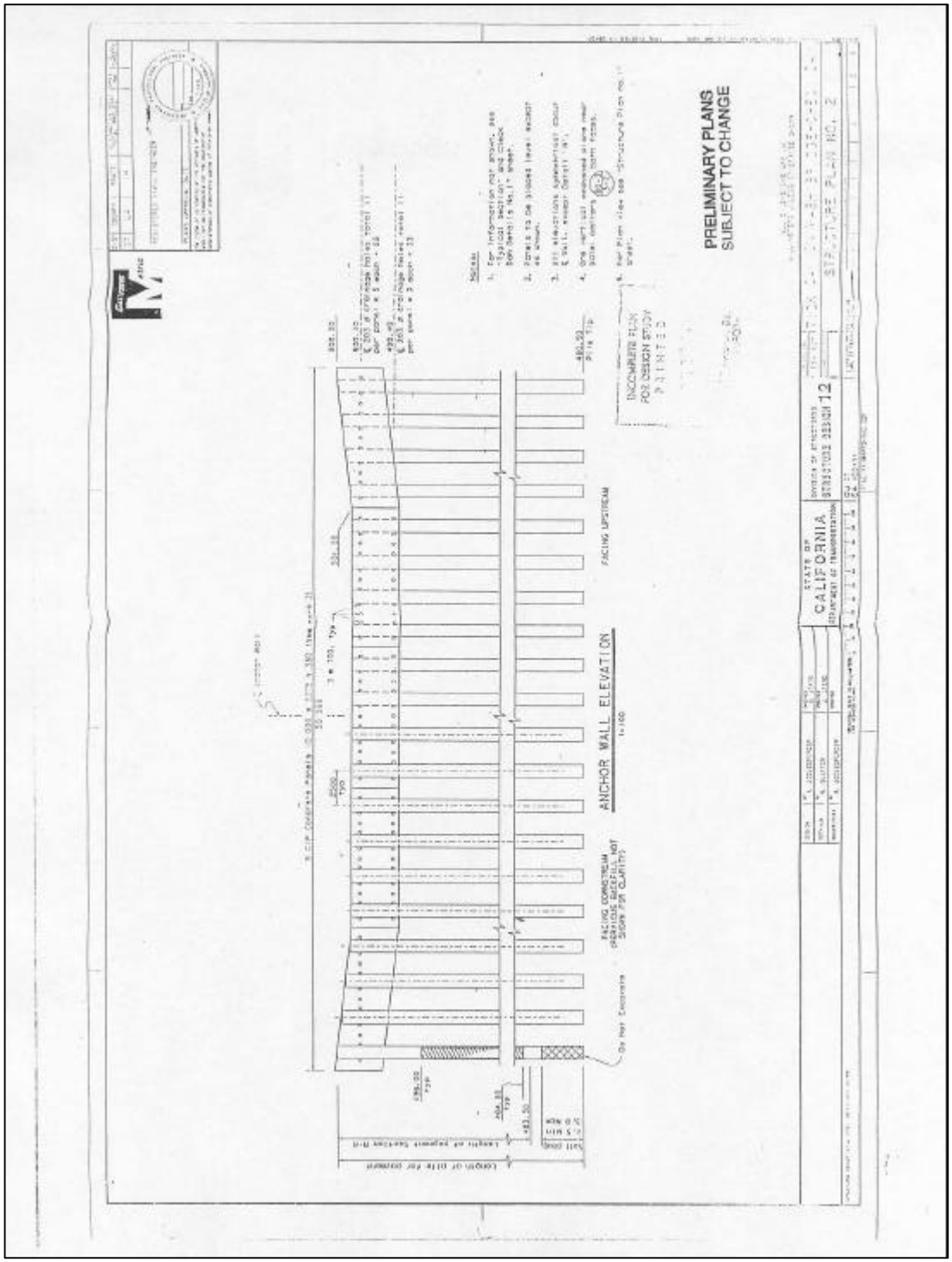
B3- Project Layout



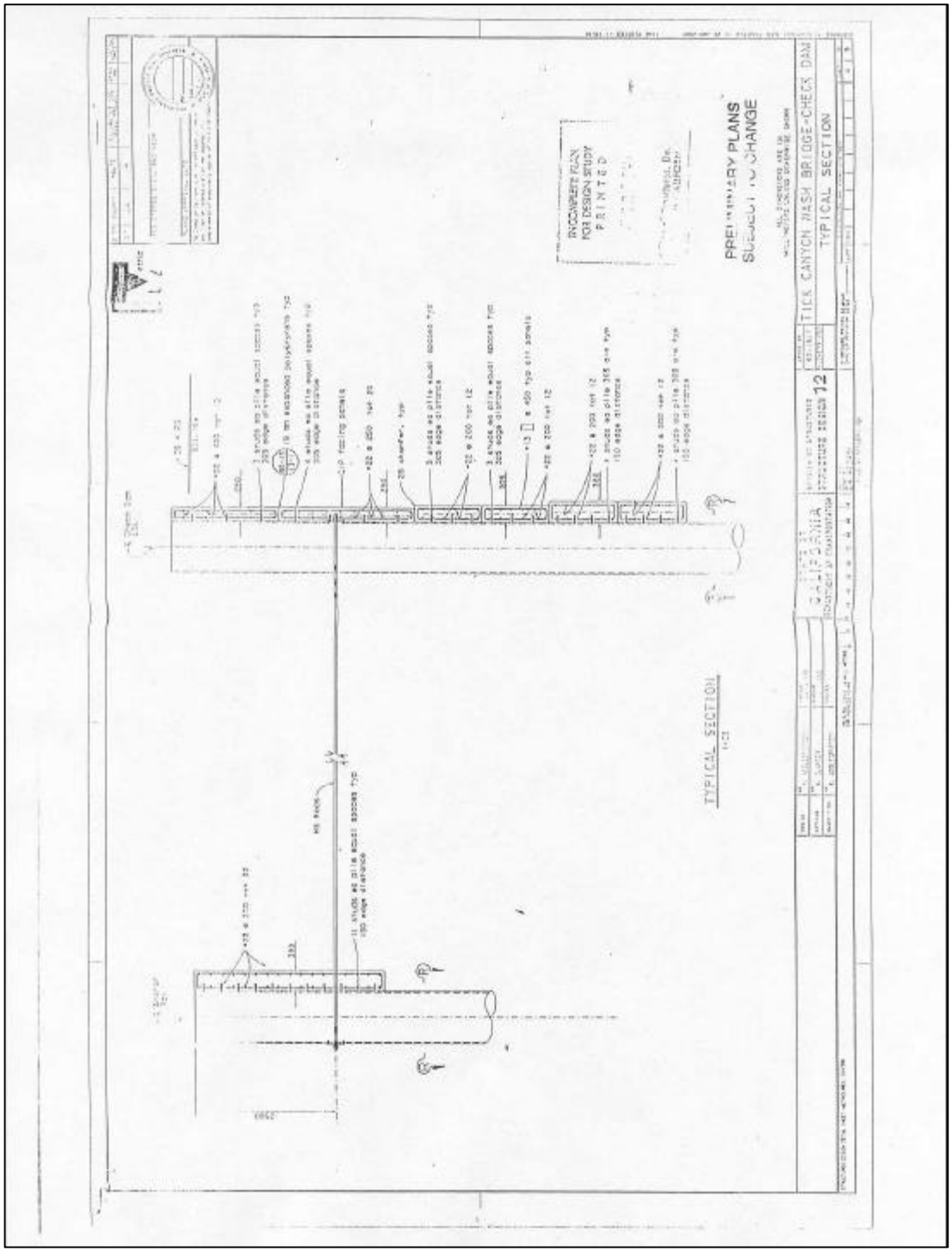
B4- Typical Section 1



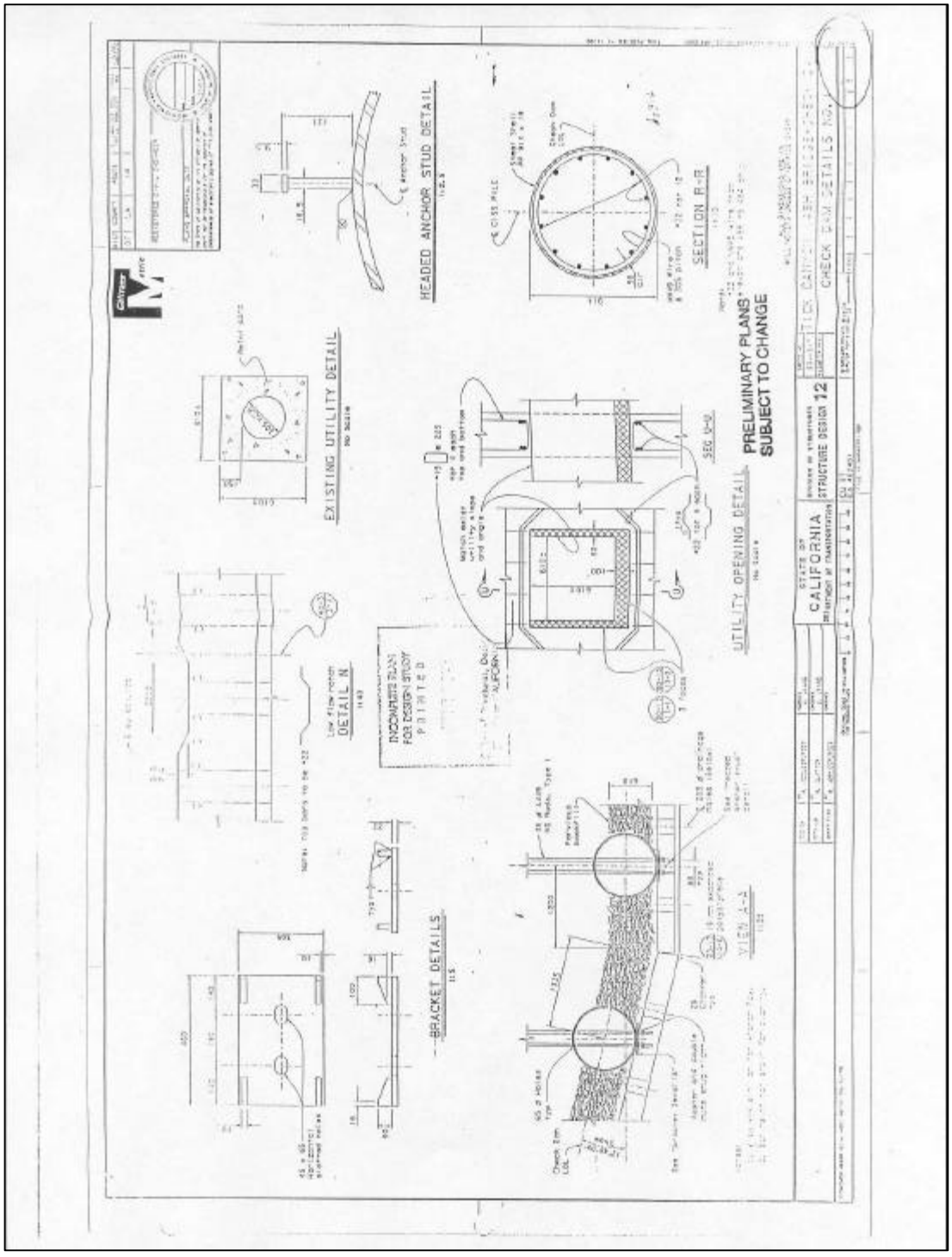
B5- Check Dam Elevation



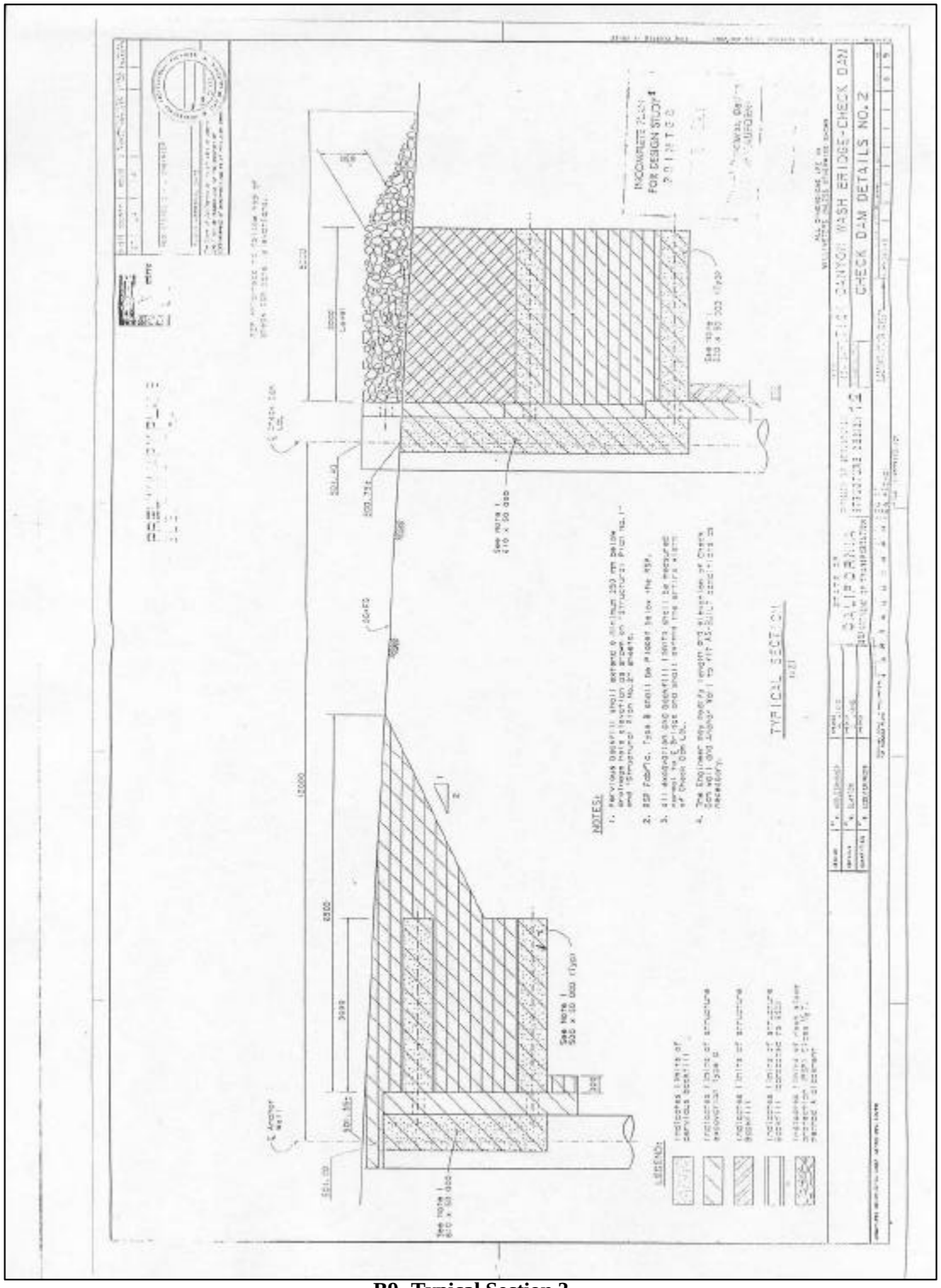
B6- Anchor Wall Elevation



B7- Typical Section 2



B8- Utility Opening Detail



B9- Typical Section 3

Appendix C

List of Acronyms

List of Acronyms

APE	Area of Potential Effect
BMPs	Best Management Practices
Caltrans	California Department of Transportation
CDFG	California Department of Fish and Game
CE	Categorical Exemption/Exclusion
CEQA	California Environmental Quality Act
CIP	Cast-in-place
EPA	Environmental Protection Agency
ft	Feet
HOV	High Occupancy Vehicle
IS	Initial Study
ISA	Initial Site Assessment
m	Meters
mi	Miles
ND	Negative Declaration
NEPA	National Environmental Policy Act
RE	Resident Engineer
RWQCB	Regional Water Quality Control Board
SR-14	State Route 14
STP	State Implementation Plan
SWPPP	Storm Water Pollution Prevention Plan
USACOE	U.S. Army Corps of Engineers

Appendix D

Summary of Measures to Minimize Harm

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Air Quality 1	All clearing, grubbing, grading, earth moving, or excavation activities shall cease during period of high winds to prevent excessive amounts of fugitive dust.	Construction	Resident Engineer (RE)
Air Quality 2	All trucks that haul excavated material off site shall comply with the State Vehicles Code Section 23114.	Construction	RE
Air Quality 3	All active portions off site and unpaved on-site roads shall be periodically watered with environmentally safe dust suppressants to prevent excessive amounts of dust.	Construction	RE
Air Quality 4	Areas disturbed by clearing, grading earth moving, or excavation operations shall be minimized to prevent excessive amounts of fugitive dust.	Design/Construction	Environmental/RE
Air Quality 5	On-site vehicle speed shall not exceed 15 mile per hour.	Construction	RE
Air Quality 6	Construction equipment engines shall be maintained in good condition and in proper tune as per manufacturers' specifications.	Construction	RE
Biological Resources 1	Construction storage will be in a designated non-sensitive area. Construction equipment will be stored outside of the channel (defined as top of slope to top of slope), away from the stream banks. No equipment maintenance will be performed in the streambed.	Construction	RE
Biological Resources 2	Pre-construction surveys will be conducted to determine the presence of absence of both the San Diego horned lizard and the two-striped garter snake at the time of construction. If either species is found, appropriate measures will be taken in coordination with the appropriate resource agencies to protect these species.	Pre-construction	Environmental

Environmental Concern	Mitigation Measure	Timing of Mitigation	Unit Responsible for Mitigation Monitoring
Biological Resources 3	Pre-construction surveys will be conducted to determine the presence or absence of roosting bats and nesting birds before construction. If roost sites are found, protective measures will be developed in coordination with the appropriate resource agencies to protect these species.	Pre-construction	Environmental
Biological Resources 4 **Land Use 1**	Vegetation removed as part of this project will be replaced on-site at a 10:1 ratio for permanent impacts, and a 5:1 ratio for temporary impacts.	Post-construction	Environmental
Biological Resources 5	A detailed Vegetation Replacement Mitigation Plan will be developed and will include a monitoring plan for a 5-year period. Revegetation will entail using native plant material (primarily willow, mulefat, and California buckwheat). Revegetation will be completed within one year after construction is completed.	Pre-construction	Environmental
Biological Resources 6 **Land Use 2**	A conservation easement will be acquired encompassing what is currently the Caltrans drainage easement. This area will be permanently preserved, and future disturbance will be prohibited.	Design/Pre-construction	Right of Way/Environmental
Biological Resources 7	The following permits will be obtained through coordination with the appropriate agency: ▪ 1601 Streambed Alteration Agreement (California Department of Fish and Game) ▪ 404 Permit (U.S. Army Corps of Engineers) ▪ 401 Permit (California Regional Water Quality Control Board) All provision required by these permits will be incorporated into the project specifications, and a mutually acceptable mitigation plan will be prepared.	Pre-construction	Environmental

Environmental Concern	Miti**gation Measure**	**Timing of Mitigation**	**Unit Responsible for Mitigation Monitoring**
Cultural Resources 1	It is Caltrans policy that if cultural material appear during construction, work will stop in the immediate area. The District 7 Cultural Resource staff will be notified upon such discovery and appropriate measures will be performed to mitigate impacts to the resource. Work may only resume with approval from the Caltrans archaeologist.	Construction	RE
Hazards 1	A fire prevention and control program will be established that limits activity in and adjacent to flammable vegetation, and assures the availability of a full water truck should a fire start within the project area.	Design	Design/Environmental
Hazards 2	In the event that excavation reveals unknown potentially hazardous materials, Caltrans policy would require work to halt in the immediate vicinity until the area in question is investigated and proper mitigation is proposed.	Construction	RE
Water Quality 1	Construction will be limited to low-flow periods to minimize impacts to water quality.	Construction	Environmental/RE
Water Quality 2	Flows will be in no way impeded at any time during construction. The contractor may culvert water through the work area, if necessary, or use another method, pending approval from Caltrans and the appropriate resource agencies. At the end of construction all aspects of diversion will be removed.	Construction	RE
Water Quality3	No foreign material (concrete, oil, fuel, excavated material) will be allowed to enter the active streambed.	Construction	RE
Water Quality 4	The contractor shall provide a Storm Water Pollution Prevention Plan (SWPPP) and erosion control plan. The plans must be approved by the Resident Engineer (RE) and submitted for approval to the Regional Water Quality Control Board.	Pre-construction	RE/Environmental

Environmental Concern	Miti**gation Measure**	**Timing of Mitigation**	**Unit Responsible for Mitigation Monitoring**
Water Quality 5	The following permits are required as part of the water pollution control for this project: ▪ Regional Water quality Control Board 401 Permit ▪ U.S. Army Corps of Engineers 404 Permit ▪ NPDES Storm Water Pollution Prevention Plan	Pre-construction	Environmental
Noise 1	The contractor shall comply with all local sound control and noise level rules, regulations and ordinances that apply to any work performed pursuant to the contract.	Construction	RE
Noise 2	Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.	Construction	RE

Appendix E

Scoping Notice

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY Gray Davis, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 897-8610

October 3, 2001

File: 07-LA-14
KP 56.86 (PM 35.34)
Check Dam Installation
At Tick Canyon Wash
EA 4E2401

Responsible Agencies, Review Agencies,
Trustee Agencies, and individuals interested
in the Check Dam Installation Project at Tick
Canyon Wash

Notice of Scoping/Initiation of Studies

The California Department of Transportation (The Department) is initiating studies for the installation of a check dam at Tick Canyon Wash on State Route 14 (SR-14), located just west of Soledad Canyon Road in northern Los Angeles County. The project has been proposed to alleviate bridge scour that is occurring at the site.

Preliminary environmental resource studies indicate that the appropriate environmental document would be a Focused Initial Study/Categorical Exclusion (CE), leading to a Focused Negative Declaration (ND)/CE.

Please advise The Department within 30 days of any existing local facilities or planned development in the study area. During the course of study, The Department will work cooperatively with other agencies and their staffs in an effort to exchange ideas, assure that all pertinent factors are considered, and develop mitigation that might afford a mutually acceptable solution.

We would also welcome any other comments or suggestions you may have concerning potential social, economic, and environmental impacts along the SR-14 project limits. If requested, a public hearing will be held to discuss the project studies when sufficient data has been developed.

Scoping Notice- Page 1

We would be pleased to answer any questions you may have in regards to this project. Please send your written comments by November 15, 2001 to:

Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning, Mail Stop 16A
California Department of Transportation
120 S. Spring Street
Los Angeles, CA 90012
Attention: Marieka Schrader

If you have any questions, please contact Marieka Schrader at (213) 897-0444 (email: Marieka.Schrader@dot.ca.gov). The Department would you like to thank you for your interest in this important transportation study.

Sincerely,

NON-TRANSFERABLE

Ron Kosinski
Deputy District Director
Division of Environmental Planning
California Department of Transportation

Attachment

Scoping Notice- Page 2

Appendix F

Scoping Comments

The Gas Company

Transmittal

To: CALIF. DEPT. OF TRANSPORTATION
DISTRICT 7,
120 SOUTH SPRING STREET
LOS ANGELES, CALIF. 90012-3606
TELE. # (213) 897-0444
TELE # (213) 897-6610

DATE: 10/23/2001

VIA:
[ ] Messenger
[✓] Mail
[ ] UPS

Attention: MARIEKA SCHRADER, (213) 897-0444 / RON KOSINSKI (DEPT. DISTRICT 7 OFFICE)

Job Subject: PRELIMINARY-SEARCH: "CHECK DAM INSTALLATION / AT TICK CYN. WASH / WEST OF SOLEDAD CYN. RD. (FILE # 07-LA-14 KP 56.86 (PM 35.34) EA 4E2401

Submitted Herewith:

[✓] Atlas C-2290-N, C-2345-N
[ ] Prints & C-2289-N,
[ ] Tracings
[ ] Other T.G. # 4462-G.H-7 & 4552-G.H-1

For Action Indicated:

[ ] Have Signed/Executed and Return to Us
[✓] Per Your Request
[ ] For Your Comment/Report
[✓] For Your Information

Remarks: Hi! MARIEKA,
PER. YOUR REQUEST, HERE ARE OUR ATLAS-PRINTS SHOWING GAS-FACILITIES: SIZE, KIND, & LOCATION, WITHIN YOUR REQUESTED AREA. HOPE THIS HELPS YOU OUT. ALSO GAVE A COPY OF THE LETTER TO OUR TRANSMISSION DEPT. ATTN: DAVID REED, (818) 701-4546, BEING THAT THERE TRANSMISSION-LINES, POSSIBLY INVOLVED. IF ANY QUESTIONS PLEASE CALL.
THANK YOU,

NON-TRANSFERABLE

By: VITO CASCIONE
Phone: (818) 701-2563

F1- The Gas Company

Southern California Gas Company

A Sempra Energy company

RECEIVED
OCT 31 2001

Date: October 24, 2001

California Department of Transportation
Division of Environmental Planning
120 S Spring St
Los Angeles, CA 90012-3606

Attn: Ronald J Kosinski

Southern California Gas Company
9400 Oakdale Avenue
Chatsworth CA
91313

Mailing Address
P.O. Box 2300
Chatsworth CA
91313-2300
ML9314

tel 818-701-4546
fax 818-701-5447

Subject: **EA 4E2401 File 07-LA-14 Check Dam Installation at Tick Canyon Wash**

Northern Region Transmission, a Division of Southern California Gas Company, has no conflict with your proposed improvement.

Sincerely,

NON-TRANSFERABLE

David Reed
Planning Assistant
Transmission Department

"EA 4E2401 File 07-LA-14.doc"

F2- The Gas Company (Northern Region Transmission)

STATE OF CALIFORNIA — Gray Davis, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

October 26, 2001

Marieka Schrader
California Department of Transportation
Division of Environmental Planning
120 S. Spring Street/MS 16A
Los Angeles, CA 90012

RE: SCH# 2001101102 – Check Dam Installation Project at Tick Canyon Wash

Dear Ms. Schrader:

The Native American Heritage Commission has reviewed the above mentioned Early Consultation. To adequately assess the project-related impact on archaeological resources, the Commission recommends the following action be required:

1. Contact the appropriate Information Center for a records search. The record search will determine:
   - Whether a part or all of the project area has been previously surveyed for cultural resources.
   - Whether any known cultural resources have already been recorded on or adjacent to the project area.
   - Whether the probability is low, moderate, or high that cultural resources are located within the project area.
   - Whether a survey is required to determine whether previously unrecorded cultural resources are present.

2. If a survey is required, the final stage of the archaeological inventory survey is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
   - The report containing site significance and mitigation measurers should be submitted immediately to the planning department.
   - The site forms and final written report should be submitted within 3 months after work has been completed to the Information Center.

3. Contact the Native American Heritage Commission for:
   - A Sacred Lands File Check.
   - A list of appropriate Native American Contacts for consultation concerning the project site and assist in the mitigation measures.

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should include provisions for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA) §15064.5 (f). Health and Safety Code §7060.5 and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents. If you have any questions, please contact me at (916) 653-4038.

Sincerely,

NON-TRANSFERABLE

Rob Wood
Environmental Specialist III

CC: State Clearinghouse

F3- Native American Heritage Commission

City of
Santa Clarita

23920 Valencia Blvd.
Suite 300
Santa Clarita
California 91355-2196
Website: www.santa-clarita.com

Phone
(661) 259-2489
Fax
(661) 259-8125

October 15, 2001

Mr. Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning, Mail Stop 16A
California Department of Transportation
120 South Spring Street
Los Angeles, CA 90012
Attention: Marieka Schrader

Subject: Check Dam Installation at Tick Canyon Wash

Dear Mr. Kosinski:

Thank you for allowing the City of Santa Clarita to comment on your proposed highway improvement. Based on the information that was provided, the City has no comments at this time. Once plans are prepared, please transmit a copy to the City of Santa Clarita.

Again, thank you for allowing the City to comment on your project. If you have any questions, please don't hesitate to call me at (661) 255-4330.

Sincerely,

NON-TRANSFERABLE

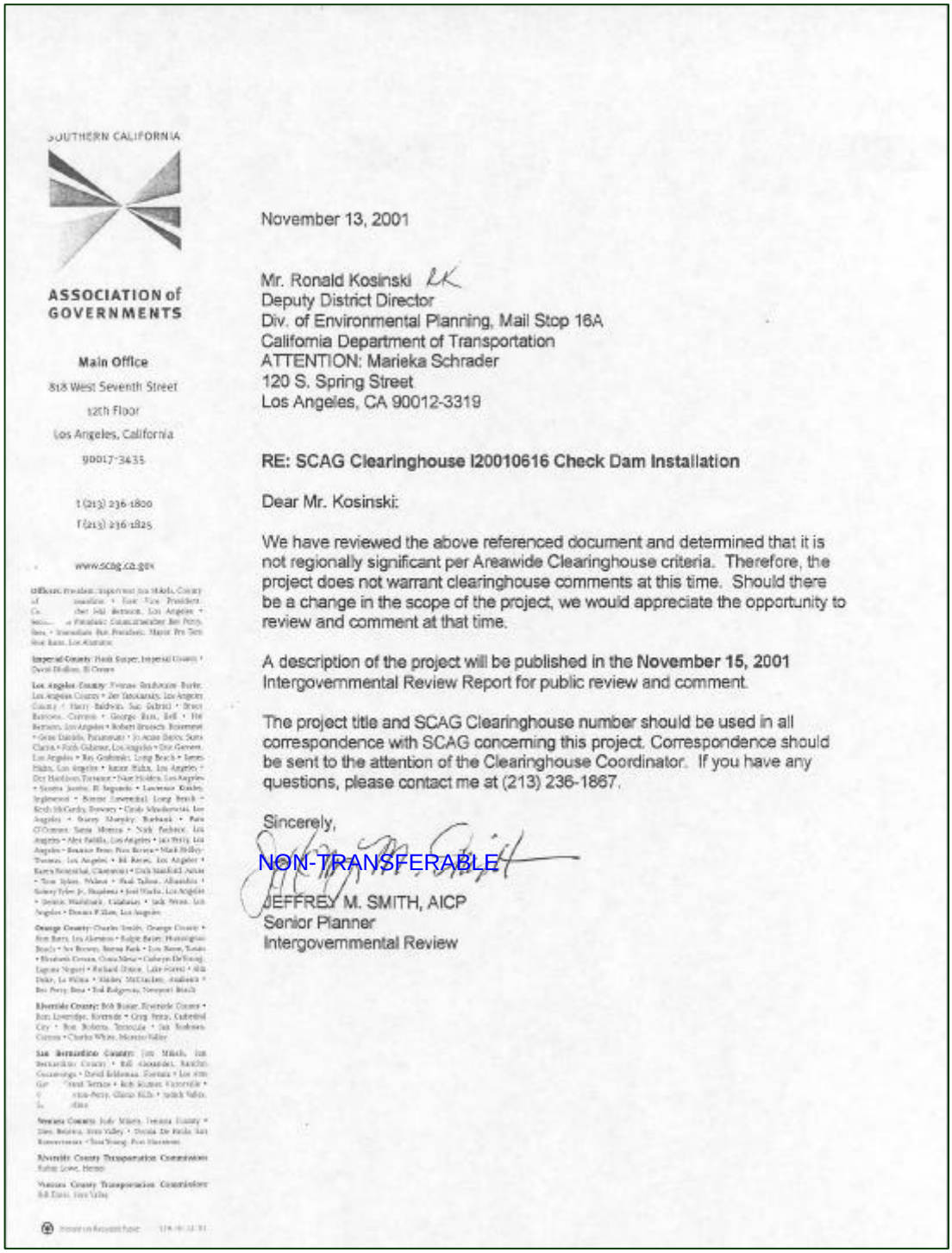
Fred Follstad, AICP
Senior Planner

FLF:kdl

s:\pbs\current\tick canyon letter

PRINTED ON RECYCLED PAPER

F4- City of Santa Clarita



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

Officers: President, Supervisor Jon Mikels, County of Imperial • First Vice President, Councilmember Bill Bermudez, Los Angeles County • Second Vice President, Councilmember Ben Perry, Brea • Immediate Past President, Mayor Pro Tem Hal Bastin, Los Alamitos

Imperial County: Hank Kuiper, Imperial County • David Dhillon, El Centro

Los Angeles County: Yvonne Brathwaite Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Harry Baldwin, San Gabriel • James Barmore, Compton • George Bass, Bell • Bill Bermudez, Los Angeles • Robert Bruesch, Rosemead • Gene Daniels, Paramount • Jo Anne Davis, Santa Clarita • Paula Gutierrez, Los Angeles • Dan Gerwin, Los Angeles • Ray Grabinski, Long Beach • James Hahn, Los Angeles • Janice Hahn, Los Angeles • Dee Hardison, Torrance • Nate Holden, Los Angeles • Sonora Jones, El Segundo • Lawrence Kinsley, Inglewood • Ronnie Lowenthal, Long Beach • Keith McCarthy, Downey • Cindy Miscikowski, Los Angeles • Nancy Murphy, Burbank • Pam O'Connor, Santa Monica • Nick Pacheco, Los Angeles • Alex Padilla, Los Angeles • Jan Perry, Los Angeles • Beatrice Proo, Pico Rivera • Mark Ridley-Thomas, Los Angeles • Ed Reyes, Los Angeles • Barry Rosenthal, Claremont • Dick Stanford, Azusa • Tom Sykes, Walnut • Paul Talbot, Alhambra • Sidney Tyler Jr., Pasadena • Joel Wachs, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Dennis P. Zine, Los Angeles

Orange County: Charles Smith, Orange County • Ron Bates, Los Alamitos • Ralph Bauer, Huntington Beach • Art Brown, Buena Park • Lou Bone, Tustin • Elizabeth Cowan, Costa Mesa • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Shirley McCracken, Anaheim • Bev Perry, Brea • Tod Ridgeway, Newport Beach

Riverside County: Bob Buster, Riverside County • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula • Jan Tenhouten, Corona • Charles White, Moreno Valley

San Bernardino County: Jon Mikels, San Bernardino County • Bill Alexander, Rancho Cucamonga • David Eshleman, Fontana • Lee Ann Garcia, Grand Terrace • Bob Holmes, Victorville • Gwenn Norton-Perry, Chino Hills • Judith Valles, San Bernardino

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Donna De Paola, San Buenaventura • Toni Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

November 13, 2001

Mr. Ronald Kosinski RK
Deputy District Director
Div. of Environmental Planning, Mail Stop 16A
California Department of Transportation
ATTENTION: Marieka Schrader
120 S. Spring Street
Los Angeles, CA 90012-3319

RE: SCAG Clearinghouse I20010616 Check Dam Installation

Dear Mr. Kosinski:

We have reviewed the above referenced document and determined that it is not regionally significant per Areawide Clearinghouse criteria. Therefore, the project does not warrant clearinghouse comments at this time. Should there be a change in the scope of the project, we would appreciate the opportunity to review and comment at that time.

A description of the project will be published in the **November 15, 2001** Intergovernmental Review Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867.

Sincerely,

NON-TRANSFERABLE

JEFFREY M. SMITH, AICP
Senior Planner
Intergovernmental Review

F5- Southern California Association of Governments (SCAG)

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

November 1, 2001

Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning
Mail Stop 16 A
California Department of Transportation
120 S. Spring Street
Los Angeles, CA 90012
ATTN. Marieka Schrader

Mr. Kosinski:

NOTICE OF SCOPING/INITIATION OF STUDIES FOR THE PROPOSED TICK CANYON WASH DAM IN SANTA CLARITA -- (EIR#1250/2001)

The Notice of Scoping/Initiation of Studies for the Tick Canyon Wash Dam in Santa Clarita has been reviewed by the Planning, Land Development, and Forestry Divisions of the County of Los Angeles Fire Department. The following are their comments:

LAND DEVELOPMENT UNIT -- GENERAL REQUIREMENTS:

The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project. This project, as proposed, does not appear to have a significant impact requiring comment from the Land Development Unit at this time.

Specific fire and life safety requirements for the construction phase will be addressed at the Building and Fire Safety plan check. There may be additional fire and life safety requirements during this time.

Should any questions arise regarding subdivision, water systems, or access please contact Inspector Michael McHargue at (323) 890-4243.

F6- County of Los Angeles Fire Department (Page 1)

OTHER ENVIRONMENTAL ISSUES:

The statutory responsibilities of the County of Los Angeles Fire Department Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in future Environmental Impact Reports.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

NON-TRANSFERABLE

DAVID R. LEININGER, ACTING CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:crc

County of Los Angeles Fire Department (Page 2)

California Regional Water Quality Control Board

Los Angeles Region

Winston H. Hickox
Secretary for Environmental Protection

320 W. 4th Street, Suite 200, Los Angeles, California 90013
Phone (213) 576-6600 FAX (213) 576-6640
Internet Address: http://www.swrcb.ca.gov/~rwqcb4

Gray Davis
Governor

January 15, 2002

California Department of Transportation
Division of Environmental Planning
120 S. Spring Street/MS 16A320 West Temple Street
Los Angeles, CA 90012

RE: CEQA DOCUMENTATION FOR PROJECT IN THE SANTA CLARA WATERSHED

Dear Sir or Madam,

We appreciate the opportunity to comment on the CEQA documentation for the above-mentioned project. For your information a list of permitting requirements and Regional Board Contacts is provided in Attachment A hereto.

The project site lies in the Santa Clara watershed that was listed as being impaired pursuant to Section 303 (d) of the Clean Water Act. Impairments listed in reaches downstream from the proposed project include nutrients and their effects, salts, coliform bacteria, and historic pesticides. The Los Angeles Regional Water Quality Control Board will be developing Total Maximum Daily Loads (TMDLs) for the watershed, but the proposed project is expected to proceed before applicable TMDLs are adopted. In the interim, the Regional Board must carefully evaluate the potential impacts of new projects that may discharge to impaired waterbodies.

Our review of your documentation shows that it does not include information on how this project will change the loading of these pollutants into the watershed. Please provide the following additional information for both the construction and operational phases of the project.

- For each constituent listed above, please provide an estimate of the concentration (ppb) and load (lbs/day) from non-point and point source discharges.
- Estimates of the amount of additional runoff generated by the project during wet and dry seasons.
- Estimate of the amount of increased or decreased percolation due to the project.

F7- California Regional Water Quality Control Board (Page 1)

- Estimates of the net change in cubic feet per second of groundwater and surface water contributions under historic drought conditions (as compiled by local water purveyors, the Department of Water Resources, and others), and 10-year 50-year and 100-year flood conditions.

If you have any questions please call me at (213) 576-6683.

Sincerely,

NON-TRANSFERABLE

Elizabeth Erickson
Associated Geologist, TMDL Unit
Los Angeles Regional Water Quality Control Board

EE
Attachments

Cc: file
State Clearinghouse(2001101102)

California Regional Water Quality Control Board (Page 2)

Appendix G

Mailing List

Mailing List –Elected Officials

Honorable Laurene Weste
Mayor
City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Honorable Frank Ferry
Mayor Pro-Tem
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

Honorable Bob Kellar
Councilmember
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

Honorable Cameron Smyth
Councilmember
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

Honorable Jo Anne Darcy
Councilmember
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

George A. Caravalho
City Manager
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

Honorable Michael D. Antonovich
Supervisor
County of Los Angeles
23920 Valencia Boulevard, Suite 265
Santa Clarita, CA 91355

Honorable George Runner
Assemblyman
State of California
23920 Valencia Boulevard
Santa Clarita, CA 91355

Honorable William J. Knight
California State Senator
25709 Rye Canyon Road, Suite 105
Santa Clarita, CA 91355

Mailing List-Agencies

California Regional Water Quality Control Board
Attn: Tony Kletcha
320 W. 4th Street, Suite 220
Los Angeles, CA 90013

State Water Resources Board
P.O. Box 944212
Sacramento, CA 94244-2130

State Clearinghouse
Office of Planning and Research
P.O. Box 3044
Sacramento, CA 94244-3044

California Highway Patrol
Area Commander
27858 Golden State Highway
Santa Clarita, CA 91384-4415

California Air Resource Board
Technical Support Division
P.O. Box 2815
Sacramento, CA 95812

California Department of Fish and Game
Attn: Trudy Ingram
4949 Viewridge Avenue
San Diego, CA 92123

County of Los Angeles
Registrar-Recorder/County Clerk
P.O. Box 53592
Loss Angeles, CA 90053-1331

County of Los Angeles
Department of Public Works
900 South Fremont Avenue, 11th Floor
Alhambra, CA 91802-1331

City of Santa Clarita
Planning and Building Services
Attn: Enrique Diaz
23920 Valencia Boulevard
Santa Clarita, CA 91355

Metropolitan Transit Authority
Regional Transportation Planning and Development
1 Gateway Plaza
Los Angeles, CA 90012

Los Angeles County Fire Department
Attn: Mr. Michael Wilkinson
1320 North Eastern Avenue
Los Angeles, CA 90012

Los Angeles Water Quality Control Board
320 W. 4th St. Suite 200
Los Angeles, CA 90013

Metropolitan Water District of Southern California
Attn: Mr. Alvin Cruz
P.O. Box 54153
Los Angeles, CA 90054-0153

Castaic Lake Water Agency
27234 Bouquet Canyon Road
Santa Clarita, CA 91355

California State Lands Commission
Attn: Robert C. Hight
100 Howe Ave., Suite 100 South
Sacramento, CA 95825-8202

California Dep. of Forestry and Fire Protection
P.O. Box 944246
Sacramento, CA 94244-2460

Santa Clarita Transit
25663 Stanford Avenue
Santa Clarita, CA 91355

SCAQMD
Attn: Dr. Charles Blankson
21865 E. Copley Drive
Diamond Bar, CA 91765

Southern California Association of Governments
Attn: Mr. Mark Pisano
818 W. 7th Street
Los Angeles, CA 90017

Sierra Club
Angeles Chapter
Attn: Ms. Linda Hoyer
3435 Wilshire Boulevard, #320
Los Angeles, CA 90010-1904

California Native Plant Society
1722 J. Street, Suite 17
Sacramento, CA 95814

Friends of the Santa Clara River
Attn: Ron Bottoroff
660 Randy Drive
Newbury Park, CA 91320

Santa Clarita Org. for Planning the Environment
Attn: Lynne Plambeck
P.O. Box 1182
Santa Clarita, CA 91386

California Wildlife Federation
2331 Alhambra Boulevard, Suite 300
Sacramento, CA 95817

Southern California Edison Company
P.O. Box 600
Rosemead, CA 91771

Public Utilities Commission
505 Van Ness Ave
San Fransisco, CA 94102

Southern California Gas Company
Valencia Base- M.L. 8228
24650 Avenue Rockefeller
Valencia, CA 91355

Los Angeles Department of Water and Power
Attn: Ms. Jodean Giese
111 North Hope St., Room 1121
Los Angeles, CA 90012

United State Army Corps of Engineers
Attn: Josh Burnam
P.O. Box 532711
Los Angeles, CA 90017-3401

Office of Transportation Programs
Attn: Haripal Vir
221 N. Figueroa, Suite 500
Los Angeles, CA 90012

County of Los Angeles
Attn: Mr. James Hartl
1390 Hall of Records, 320 W. Temple St.
Los Angeles, CA 90012

City of Los Angeles
Attn: Mr. Vitaly Troyan
650 S. Spring Street, Suite 200
Los Angeles, CA 90014

Antelope Valley Transit
1031 West Avenue L, #12
Lancaster, CA 93534

LARWQCB
Attn: Mr. Dennis Dasker
320 W. 4th St., Suite 200
Los Angeles, CA 90013

Los Angeles County Public Library
7400 E. Imperial Highway
Downey, CA 90241

City of Los Angeles
R. Ann Siracusa
221 N. Figueroa, Room 1600
Los Angeles, CA 90012-2601

Native American Heritage Commission
915 Capitol Mall, Room 288
Sacramento, CA 95814

County of Los Angeles
Fire Department
Attn: David R. Leininger
1320 North Eastern Avenue
Los Angeles, CA 900633294

County of Los Angeles
Watershed Management Division
Attn: Suk Chong
900 South Fremont Avenue, 11th Floor
Alhambra, CA 91803-1331

U.S. Department of Fish and Wildlife
Ventura Field Office
Attn: Diane Noda
2493 Portola Road, Suite B
Ventura, CA 93003

Appendix H

Title VI Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5267
FAX (916) 654-6608

July 26, 2000

TITLE VI
POLICY STATEMENT

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

NOT TRANSFERABLE

JEFF MORALES
Director

Title VI Statement